

Construction Management Plan

In respect of proposals to increase the height and length of a bund and associated landscape enhancement works (including importation of material) on land at Littlehampton Golf Club, Rope Walk, Littlehampton, BN17 5DL (LPA Ref LU/208/17/PL)

Prepared for

Littlehampton Golf Club and Matthews (Sussex) Ltd

Prepared by

Dale Mayhew BA (Hons) BTP MRTPI

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1. INTRODUCTION

- 1.1. This Construction Management Plan is in support of proposals to increase the height and length of an existing bund and associated landscape works (incorporating the importation of material) on land at Littlehampton Golf Club, Rope Walk, Littlehampton.
- 1.2. Littlehampton Golf Club was founded in 1889, and is the only links course in West Sussex. It comprises an 18-hole, par 70 course. In 2016 concerns were raised by Arun District Council with respect to the risk of mishit and hooked tee shots from the first hole of the course, being driven over the perimeter of the Golf Course towards adjacent land. To address this, a full planning application was submitted in the Summer of 2017 for the increase in height and length of an existing bund to provide a more extensive screen along the eastern edge of the Golf Course.
- 1.3. This application was granted planning permission by Arun District Council in a Decision Notice dated 7th September 2017 (application reference: LU/208/17/PL). This planning permission was the subject of a number of conditions, including a requirement that, prior to the commencement of development, a Construction Management Plan be prepared, submitted and approved by the Local Planning Authority.
- 1.4. This Statement comprises the requisite Construction Management Plan (CMP) and seeks to facilitate the discharge of the planning condition, to enable the implementation of the development.

2. SITE AND SURROUNDINGS

- 2.1. Littlehampton Golf Club is located immediately to the west of Littlehampton. It is on the west side of the River Arun, which runs in a broadly north-south direction flowing into the sea a short way to the south of the application site.
- 2.2. The Golf Club is accessed from the northwest, from the A259, initially via Ferry Road, which runs broadly east, and then via Rope Walk which runs broadly south, parallel to the River Arun. This roadway defines the eastern boundary of the Golf Course and terminates a short way to the southeast, at a car park serving West Beach, which runs westerly from the car park toward Middleton-on-Sea.
- 2.3. On the east side of Rope Walk (and immediately west of the River Arun) are a series of water related land uses, including marina and boatyard.
- 2.4. The Golf Club and associated parking facilities are located toward the northern end of the Golf Course. Immediately south of this is a practice putting green, and the course's first tee. This is a 420 yard par 5 hole which runs due south adjacent, and parallel, to Rope Walk. The eastern boundary of the Golf Course is defined by a chain link fence.

3. APPROVED SCHEME

- 3.1. The approved scheme relates to a relatively narrow strip of land located along the eastern periphery of the Golf Course, immediately adjacent to the first fairway.
- 3.2. There is an existing bund at the northern end of this area which is some 2m above the level of the fairway, and approximately level with the adjacent Rope Walk. The southern end of the area comprises an embankment and scrubland, together with an existing depression, immediately northeast of the first green.
- 3.3. In response to concerns raised by the Local Planning Authority at the risk of mishit shots from the first tee and green 'escaping the course' to land to the east, the application scheme envisaged increasing the height and length of the existing bund.
- 3.4. The bund would be increased in height by up to some 5.5m, to a maximum of 10m AOD, which equates to some 5.5m above the level of Rope Walk.
- 3.5. The bund would reduce in height towards its southern end, terminating at a remodelled landscape feature immediately north of the existing works access on to the Golf Course. At this point, the bund would be some 6m AOD, which equates to some 1.5m above the level of Rope Walk.
- 3.6. South of the access track and works storage area, the scheme includes the creation of a new landscape enhancement feature. This principally comprises the infilling of an existing depression located a short way to the northeast of the first green, and adjacent to existing bunkers. This feature would be up to a maximum of 6m AOD, which equates to some 1.5m above the level of Rope Walk. The northern section of this feature would more typically be a maximum of 5m AOD, equating to some 0.5m above the level of Rope Walk.
- 3.7. The works necessitate the importation of material from offsite. This would amount to some 14,350 cubic metres. This would be delivered in some 1,200 vehicle loads, based on a carrying capacity of each vehicle of some 12 cubic metres. The development would take some 3-6 months to be implemented, equating to a maximum average of 15 daily load deliveries.
- 3.8. Upon completion, the area is to be re-landscaped with a coastal area wildflower seed mix, together with native shrub specimen species which would include hawthorn, blackthorn, pussy willow, common elder and gorse.
- 3.9. The scheme is proposed to be implemented during the 'low' season in terms of both usage of the Golf Course and uses of the adjacent Rope Walk and West Beach. This would be between 1st October - 31st March.
- 3.10. Delivery vehicles would travel along the A259, then Ferry Road, and then Rope Walk, before accessing the application site via the existing works entrance at the southern end of the bund. This would necessitate modest alterations to the existing access, to enable delivery and deposition of material.

- 3.11. Included within the submitted planning application documents were proposals to seek agreement to temporarily suspend some of the parallel parking bays within Rope Walk within the vicinity of the Golf Club, during the implementation of the works. This would facilitate the introduction of a temporary passing bay to provide opportunities for the delivery vehicles and other roadway users to pass safely.

4. PLANNING CONDITION

- 4.1. Planning permission was granted for the development in a Decision Notice dated 7th September 2017 (Local Planning Authority Reference: LU/208/17/PL). The planning permission was the subject of a number of conditions, including Condition 3. This states that:

'No development shall take place until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The plan shall provide for:

- a) An indicative programme for carrying out the works;*
- b) The access arrangements for public consultation and liaison during the construction works;*
- c) The parking of site operatives and visitors;*
- d) Loading and unloading of plant and materials;*
- e) Storage of plant and materials used in construction and development;*
- f) Wheel washing facilities;*
- g) No construction work shall take place except during the hours of 08:00 - 18:00 Monday to Friday 08:00 - 13:00 Saturdays and not at all on Sundays or Bank Holidays.*

Reason: To ensure safe and neighbourly construction in the interests of amenity and road safety in accordance with Policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access on to a highway which could comprise highway safety.'

5. CONSTRUCTION MANAGEMENT

- 5.1. The planning condition sets out the requirement to submit to the Local Planning Authority and obtain their approval of a Construction Management Plan to be employed in conjunction with the implementation of the development. The requirements of what shall be within the plan is detailed within the planning condition. Having regard to these obligations, proposals in compliance with each requirement are detailed below.

Indicative Programme for Implementation of Works

- 5.2. The details that accompanied the planning application set out an estimated 3-6 month timeline for the duration of the implementation of the works. Included within this were proposals for the works to be undertaken during the 'low' season, defined as the period between 1st October - 31st March in any given year.
- 5.3. Having regard to this, the indicative programme below is based upon the intention to implement the development within the current 'low' season such that it can be completed prior to 31st March 2018. This is predicted on a positive and timely determination of the discharge of the pre-commencement condition by the Local Planning Authority.

Works	Timeline
Preparation of Construction Management Plan	September - October 2017
Submission and determination of Discharge of Condition application in relation to Construction Management Plan	October - December 2017
Site set up including delineation of loading/unloading areas, installation of temporary fencing, delivery of plant and materials, delivery of staff and welfare facilities and access widening works	December 2017 - January 2018
Clearance of scrub, grassland, vegetation and topsoil - January 2017	December 2017 - January 2018
Creation of extended and enlarged bund, and landscape enhancement works, including importation of material	January - March 2017
Clearance of site infrastructure including plant machinery, staff welfare facilities and temporary fencing	March - November 2018

Works	Timeline
Undertaking landscape implementation and aftercare measures	March - November 2018

- 5.4. Should there be a delay in the timing of the commencement of development (for example, due to delays in the discharge of condition application) then the indicative programme of works may be amended to a revised timing of works commencing on or shortly after 1st October 2018. In that eventuality, works would be undertaken and completed prior to 31st March 2018.

Public Consultation and Liaison during Construction Phase

- 5.5. It is proposed that local residents and local businesses within the vicinity of the application site, in particular on Rope Walk, together with Littlehampton Town Council be kept informed of the implementation of the approved scheme both prior to, and during, the construction phase.
- 5.6. It is proposed that letters be sent to all properties with a postal address on Rope Walk to inform businesses and local residents of the intention to commence works. This letter would provide a minimum seven day notice of the planned start date, and would include the following details:
- Notice of intended commencement of development start date;
 - Indicative programme of works;
 - Confirmation of proposed hours of operation;
 - Proposed details of likely vehicle movements/types;
 - Dedicated contact name, telephone number and email address for construction site manager;
 - Details of planned further communication updates.
- 5.7. It is intended that those residents and businesses receiving an initial letter with the above details, and the Town Council, together with any other parties who express interest, will receive a periodic (monthly) update of progress of works. This will include details of any revisions to the details included in the initial letter, such as for example, any amendments to the timetable of works.
- 5.8. In addition to the above, it is proposed that Site Notices be placed at a location readily visible from public vantage points, including but not limited to the car park of the Golf Club and the eastern perimeter fencing of the Golf Club adjoining Rope Walk. These notices will contain the same details as proposed to be included in the letter to local residents and businesses. It will thus enable visitors from the wider area to be appraised of the works and obtain relevant contact details for the construction site manager.

Onsite Parking

- 5.9. The Golf Club benefits from an extensive parking area, accessed off Rope Walk, and located immediately to the north of the Clubhouse. This is a large car park which is not fully utilised or required during the 'low' season when there are fewer visitors to the Golf Club, in comparison to the peak summer season. This is a result of the poorer weather, and more limited playing time, (ie. reduced daylight hours).
- 5.10. It is proposed that site operatives and visitors associated with the construction phase of the development use the existing car park for vehicular parking. The proposals include the provision of a dedicated parking area reserved for such personnel toward the northern end of the car park, as detailed on the plan attached at Appendix A. Temporary fencing and a Site Notice will be placed on the southern perimeter of this area noting that it is reserved for construction personnel during the implementation of the development.
- 5.11. This parking area is located a short walk to the northern end of the development site, and is accessible wholly within land owned by the Golf Club. On this basis, the parking area is conveniently located to serve the parking requirements during the construction phase of the development.

Loading and Unloading of Plant and Materials

- 5.12. The application site is located immediately to the east of Rope Walk. A short way to the south of the existing extent of the bund is a vehicular access to the golf course off Rope Walk. This is utilised for vehicles and storage of materials (e.g. sand) used for the day-to-day maintenance of the course.
- 5.13. Included within the application scheme were proposals for use of this access for the delivery, loading and unloading of material during the construction phase of the development. As detailed in the application, the existing works entrance requires modest alteration (widening) in order to facilitate access by delivery vehicles. This is detailed in the plan attached at Appendix B.
- 5.14. It is proposed that material required in conjunction with the implementation of the development be delivered to the site by large four axle tipper vehicles as detailed in the photograph at Appendix C. These would access the entrance off Rope Walk in a forward gear, and then reverse to tip the material in one of the two areas identified on the plan at Appendix D.
- 5.15. Following tipping, the deposited material will be placed in its final location using dumper truck, bulldozer and 360 excavators. These will remain onsite during the implementation phase of the development and be located in proximity to the works access and the the working area of the scheme.
- 5.16. It is proposed to implement the development in two parts. The area to the north of the loading/unloading area will be worked in a north to south direction; whilst the area to the south of the loading/unloading area will be worked in a south to north direction. As a result, the final working areas will be those in and around the loading/ unloading area.

Storage of Plant and Materials

- 5.17. As detailed above, it is proposed that a dedicated parking area be delineated within the existing Littlehampton Golf Club car park during the construction phase of the development.
- 5.18. This area will also be used for the siting of requisite staff welfare facilities and machinery (except see below).
- 5.19. The imported material will be placed onsite using dumpers, bulldozers and 360 excavators. These will be retained onsite during the implementation phase, and will be positioned within the working area of the development. These will be moved as necessary in accordance with the proposed direction of working. They will not be transported offsite until the development is completed.

Wheel Washing Facilities

- 5.20. The vehicles accessing the site will comprise three main types: (1) staff and visitor vehicles; (2) delivery vehicles, comprising tipper trucks; and (3) dumpers, bulldozers and 360 excavators.
- 5.21. As detailed above, staff and visitor parking is to be located to the north of the Golf Club, within the existing car park. The dumpers, bulldozers and 360 excavators will be retained on the development site during the implementation of the development. The main vehicles that will therefore access the site on a regular basis are the delivery vehicles comprising the tipper trucks.
- 5.22. These will access the site via the existing vehicular entrance way as proposed to be modified. Vehicles will enter in a forward gear, reverse to the tipping area and then egress the site in a forward gear. The tipper trucks will therefore be contained within an area of hardstanding for their duration of time off Rope Walk and the public highway.
- 5.23. As a result of this, it is not anticipated the tipper trucks will gather mud and debris. Therefore the risk of material being deposited on Rope Walk is considered to be limited.
- 5.24. Nonetheless, it is proposed that prior to leaving the site all vehicles will be the subject of a visual inspection by the construction site manager or nominated colleague. Where necessary, the wheels will be the subject of jet wash to remove mud and debris whilst the vehicle is on the hardstanding area.
- 5.25. Furthermore, it is proposed that Rope Walk be the subject of regular clearing and cleaning by a road sweeper. It is proposed that this be undertaken from the site entrance northward as far as is required, but as a minimum, to the access point of the Golf Club on to Rope Walk.
- 5.26. It is proposed that this road sweeping be undertaken, as necessary, but at a frequency that would be not less than once per week.

Construction Hours

- 5.27. Condition 3(g) of LU/208/17/PL sets out that construction hours shall be 08:00 - 18:00 Monday to Friday; 08:00 - 13:00 on Saturdays; and no workings on Sundays or Bank Holidays.

- 5.28. The construction phase of the development is intended to be implemented in full accordance with these operating hours.

6. SUMMARY

- 6.1. This Statement sets out details for the Construction Management Plan for the implementation of the approved works to increase the height and length of an existing bund and associated landscape enhancement works on land at Littlehampton Golf Club.
- 6.2. Details of management controls for the proposed construction phase of the development are provided in accordance with each of the requirements detailed in Condition 3 of the planning permission (LU/208/17/PL).
- 6.3. It is submitted that having regard to the above measures, the development can be implemented to ensure a safe and neighbourly construction phase of the development, protecting road safety and the amenity of the local area.
- 6.4. On the basis of the above, it is requested that Condition 3 of LU/208/17/PL is discharged to enable implementation of the development.

APPENDIX A

(Car Park Area Plan)

Appendix A - Construction Management Plan in respect of planning permission LU/208/17/PL



Proposed Extent of Works Car Park,
and Plant and Materials Storage Area